

Chief, Intelligence Information Staff, ORR

13 November 1958

THRU : Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

Requirements on a Recent Report Concerning Tashkent Airframe Plant

No. 84
25X1A2g

REF : [REDACTED] 14 January 1958, Confidential

Background

A series of reports recently have become available concerning Tashkent Airframe Plant No. 84. Although these reports are unusually current and extremely valuable per se, it is believed that a great deal of additional information could be obtained which might clarify current aircraft production at this plant, the size and layout of the plant, scale of effort, etc. It should be noted that the type of information contained in the reports available so far is of high priority interest, largely because it is the most up-to-date, first-hand data obtained on any Soviet airframe plant in quite some time. Detailed, current information on the activities of even one Soviet plant could serve as a valuable guide for assessing the capabilities of other airframe plants in the USSR.

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Prior to the receipt of the [REDACTED] reports it seemed logical to assume that Crte (Il-14) production soon would cease at the Tashkent plant, possibly to be replaced by production of the twin-engine turboprop transport Camp (AN-8). Since most of the [REDACTED] refer to the new aircraft as a four-engine transport, clarification is needed. One of the primary purposes of submitting the following requirements will be to determine the exact new type of aircraft with which Tashkent is concerned.

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It is hoped that these requirements, submitted on existing reports, also will serve as a guide for future collection efforts on Tashkent Airframe Plant No. 84.

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Requirements

1. When did the plant start production of the Crate? When was the rate of 10-12 aircraft per month reached? Were difficulties experienced in the production of Crate which slowed up the program? Was Crate production scheduled to continue after the new aircraft program was started? If not, when was it to stop? How many new Crates usually could be seen in plant area or on airfield?

2. Source refers to Crate repairs also being made at the plant. Is he referring to modification or overhaul work? How extensive was this type of activity? Can source describe various repairs made? Were these repairs made in a special area of the plant, inside or outside? How many aircraft undergoing repairs usually could be seen in the plant area or on the airfield?

3. When was the plant scheduled to begin producing new improved aircraft? Can source add anything as to the description and identity of the new aircraft? Who designed it? Could it be a turboprop aircraft rather than a turbojet?

4. When was the new section for assembly to be completed and in use? What type of activity will take place in section 35 when assembly is moved to the new building?

5. Has source been tested for his ability to judge building dimensions? What type of work did source do at the plant? Is he familiar with the layout of section 35? If so, can he diagram the building, giving number and placement of final assembly positions?

6. Approximately how many people were employed by the plant? Was the labor force fairly steady? How many days worked per week, how many shifts per day and how many hours per shift? Approximately what per cent of the workers was engaged in repair work as opposed to production work on new aircraft? How long were the yearly vacations? How many holidays were observed during the year? Can source supply any data on wages and salaries?

7. Can source supply names and functions of top plant personnel? Were there any major changes in plant management personnel during period of source's employment?

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8. Does source have any knowledge of the products supplied by Plant 84A to Plant 84B? Has he ever heard of any guided missile activity at the plant? Did he have access to all sections of the plant area? Does he know of any highly restricted, secret areas?

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[REDACTED]

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